

200 MILE CLEAR-OUT

ALL OUT! The last straggling trawlers of countries banned from Britain's new 200-mile limit have gone, it was reported on Wednesday. The exodus on January 1 had not been as dramatic as expected. The few Romanian and Bulgarian vessels inside the limit took their time to move out. On Wednesday, information coming into the Ministry of Agriculture's monitoring centre in London revealed no trace of any banned trawlers. The main foreign fishing now being mounted inside British waters is by the Russians. A fleet of around 70 Soviet trawlers are grouped south of the Dogger Bank, in addition to two West German vessels.

The pattern of fishing into four zones for protection emerging from the Ministry's purposes, in zone 1, five patrol craft operated by the Department of Fisheries in Scotland are being used with *Jura* and *Wexford* patrolling the outer limits. The Navy is mainly responsible for zone 2 (northern part of the North Sea) as well as for zones 3 and 4 (southern North Sea and south-west approaches).

Three Danes were on French vessels were on the Shetland grounds and off the Norfolk coast, there were 12 Belgian and two Dutch beamers. Five Belgian beamers were also sighted off the Sussex coast with two Russians in the central Channel.

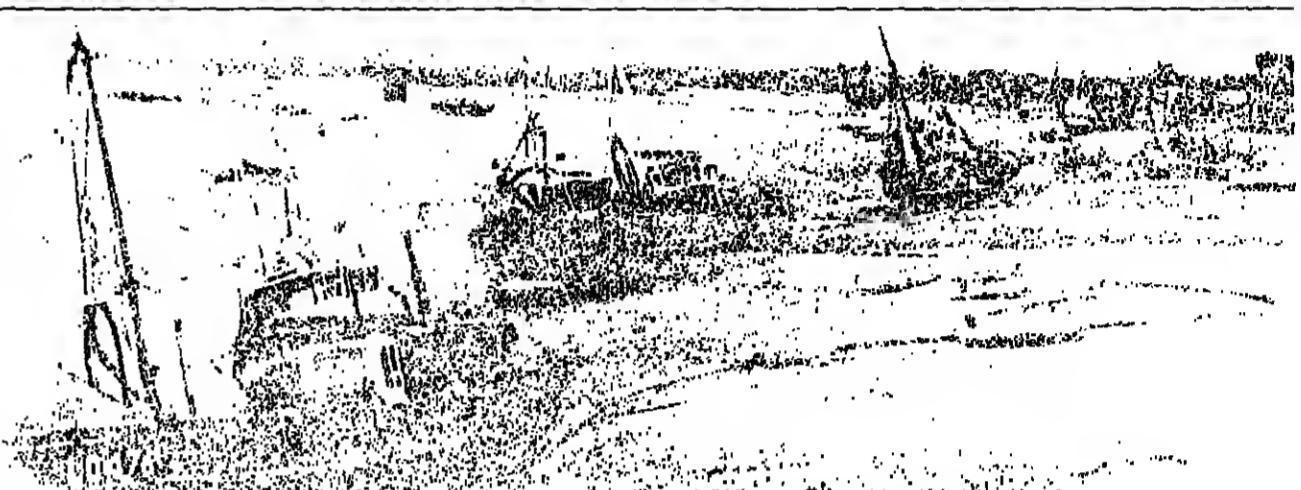
While the air patrols fly out from RAF Kinloss and St. Mawgan, sea operations are being directed from Rosyth, Scotland.

Photographs taken from the Nimrod are proving invaluable in identifying foreign fleets, and the Ministry says it is being aided to great extent by British fishermen.

By logging the name and number of foreign trawlers with the date seen, and handing this information to the District Inspector when they reach port, skippers are playing an important part in the sprat fishing.

The 200-mile area around the coast has been divided up

into four zones for protection operation, said a Ministry spokesman.



Cockle fleet laid up

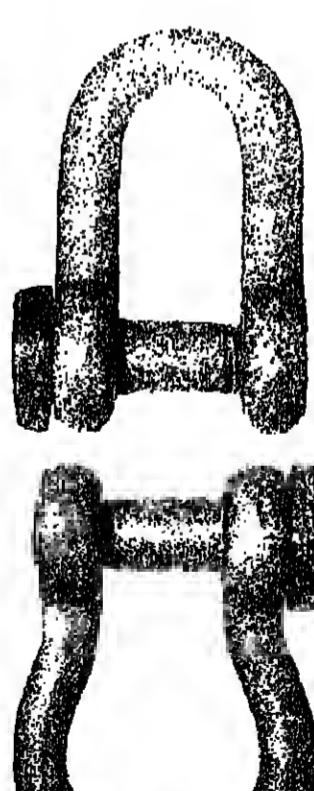
A MYSTERY disease which has hit cockles in the Thames estuary has hit 800 people ill over the Christmas period and has put the Leigh-on-Sea fleet out of work. The boats are now laid up and 70 fishermen have gone on the dole. A big effort is being made to pinpoint the source of the trouble. See story page four.

Patrols at 50-knots

AMERICAN coast-guards will be patrolling the country's 200-mile with a 50-knot craft.

She is an ex-US Navy hydrofoil which has joined the coastguard service for an extended trial.

For once Britain is ahead of the US as she may not have a 200-mile limit by March 1, the original planned date. Wrangles with Canada and legal problems could mean a delay until January 1978.



Blue Alloy square head trawling shackles

This new range of high strength Bow and 'D' type shackles incorporate screw pins made from heat treated chrome moly alloy steel.

The shackle range from 1" to 1" (12.5mm to 32mm dia.) with pin sizes one size heavier. The inside length of the Bow is available from 51mm to 115mm whilst the inside length of the 'D' is from 43mm to 94mm. Safe working loads vary from 2 tons to 12 tons and the proof load is twice the safe working load. In all cases the minimum breaking strength is six times the safe working load.

Dia Body Inch	Dia Pin Inch	Inside Width mm	Inside Length mm		Safe working load ton	Approx load per 200 pce. screw pins
			Type 1C	Type 1D		
1	1	22	42	51	1	24
1	1	28	52	64	2.25	53
1	1	31	58	70	4.75	98
1	1	39	73	83	8.5	185
1	1	43	86	99	8.5	210
1 1/2	1 1/2	47	90	108	9.5	324
1 1/2	1 1/2	51	94	115	12	450

For more information, please contact your local branch representative or Head Office Export Dept. Coal Limited, Fish Dock Road, Grimsby, South Humberside. Telephone: 0472 58881. Telex: 52388.

SOS to Callaghan

AN URGENT meeting with the Prime Minister to avoid large-scale unemployment following the collapse of the EEC-Icelandic talks has been called for by Humberside County Council chief, Councillor Harry Lewis.

The Councillor fears up to 10,000 men and the New Year, were sent to Grimsby MP and job may go unless there is Foreign Secretary, Anthony prompt action. He telephoned Mr. Callaghan, also the Secretary of State for Industry, Eric to insist upon aid from the Vorye.

EEC regional funds to safeguard the social and Callaghan's Parliamentary economic implications on Humberside. Councillor Lewis also considering his request for a need that it is vital the meeting. Also replying, Mr. British Government did not Councillor said he is extremely breakdown on the demand for a 50-mile exclusive coastal zone within EEC waters.

Similar telegram, dispatched within hours of the breakdown in Brussels on December 20 and two days before the shore industry had, had done its very best to reach a new agreement.

He would seem to have fallen for the Icelandic three-card-trick this time and we can only hope he profits by the experience. Otherwise, the non-EEC countries will string him along like a puppet.

Not everyone in Grimsby

shared Mr. Crosland's views on Mr. Gundelach. He came for a deal of criticism for his series of optimistic statements while negotiating through November and early December with the Icelanders.

One Grimsby trawler owner told *Fishing News*: "I am afraid that Mr. Gundelach has a lot to learn. We do not doubt that he has our interests at heart and is a very competent diplomat yet somehow, he appears to lack the authority one would expect of a man in his position when it comes to driving home a bargain."

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Not everyone in Grimsby

COMMENT

WHAT PROTECTION?

AS WE MOVED last week into a world of 200-mile limits, all the news was of Nimrod air patrols, mine-sweepers, frigates and patrol craft rushing out to protect Britain's new wide fishing area. Even English football team tactics were being employed, as the protection fleet adopted a system of zonal marking.

With most of the nation convinced that the sea approaches to Britain were harder to get into than Fort Knox, fishermen on the grounds were wondering why all this action was taking place. Just one glance out of the window showed that nothing very much had changed. There were still the Russians, French, Danes, and Dutch, all digging hard into the stocks.

The present system of protection is estimated to be running at a cost of £5m a year. This would not be a lot of money if it was being used just for the protection of the British fleet. Unfairly, the burden is falling on the British tax-payer to protect other nations permitted to plunder by the EEC.

Defending a 200-mile limit is just a meaningless exercise while foreign fleets are allowed to apply uncontrolled effort on the stocks. Limits are only lines drawn on a chart, what happens inside this area is what matters.

There is only one way that the British Government can boast of protecting its fishermen — and that is by gaining control of a wide zone from the EEC and effectively managing the resources within it.

fishing news

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Scallop bed 'ruined'

ONE BEAM trawler, it is claimed, has in 24 hours completely ruined a scallop bed one-mile off the Devon coast.

Angry local small boat fishermen from the ports of Exmouth, Topsham and Lympstone say that a dredge when she hit the Newhaven-registered vessel, scallop bed and landed off

2,400 dozen scallops at Brixham.

Since last June, 26 local boats up to 30 ft. have been working three beds in the area. One observer said that the beamer was towing 10

Last year, scallop landings in Devon and Cornwall totalled over £1m.

Scallop bed and landed off

2,400 dozen scallops at Brixham.

As big rocks have been pulled up by the beamer's gear, local boats cannot go back in, it is claimed.

Last year, scallop landings in Devon and Cornwall totalled over £1m.

Just for the record

Kelvin Hughes have introduced two multi-purpose echo sounders, the Depmar 103 and 131. Their economical price belies their performance, and their size and reliability make them ideal for the smaller vessel.

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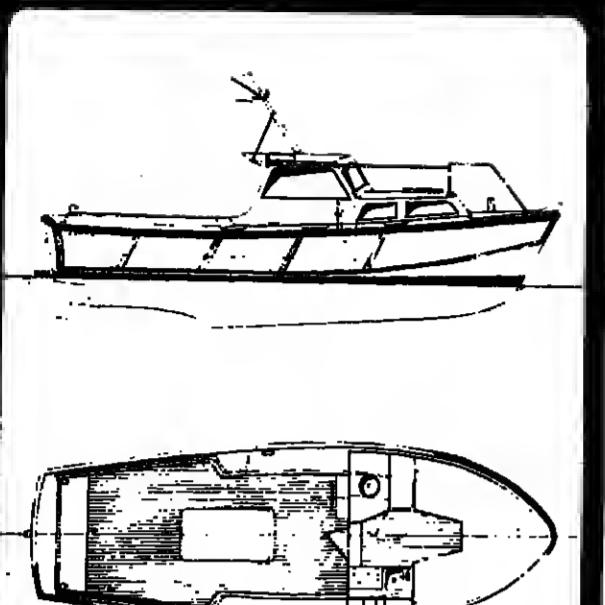
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**PROPELLER
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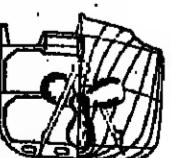
MY APPEAL on November 26 for information about a UK source of propeller cages has brought two replies.

Paul J. Gray and Associates, whose head office is at 14 Arden Drive, Torquay, and whose works are at 3 Station Yard, Ashburton, has made a number of cages similar to the one in the photograph for vessels in south Devon.

He will be glad to supply details of these and to quote for making similar units to fit inquirers' vessels if they send dimensions of their propellers and sketches of the craft's stern profile.

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A PENETRATING lacquer which is claimed to protect timber from deteriorating in moist atmospheres and steel from rusting has recently become generally available.

Known as Unitrol, it could prevent penetration of moisture into wood on floorboard linings and prolong the life of scores of steel fittings and surfaces prone to rust in fishing vessels.

To protect timber it is recommended that 25 per cent of it be added to the first paint coat and that successive coats be thinned with it. If this is done with any except cellulose or vinyl paints, workability and coverage are said to be improved and so is adhesion.

If it is intended to make timber rot-resistant, either copper naphthenate or pentachlorophenol can be added to the lacquer.

Unitrol is compounded from alkyd and other synthetic resins, active oils, inhibitors and moisture-repellent, surface-active additives. When applied on its own it becomes touch dry in two hours and fully dry in 6-18 hours depending on conditions.

When it dries completely it forms a clear, yellowish film which, on account of its closed-pore structure and moisture-repelling properties, inhibits penetration by water and growth of moulds and fungi.

It is usually used on its own or added to a priming coat to protect steel surfaces from rusting. When used this way it inhibits electrolytic action in two ways.

Penetrates

Initial penetration expels any moisture present and forms a close bond between the lacquer and the bare metal surface. Any rust on the surface is penetrated by it and particles become bound into it, enhancing film thickness.

Once dry, the pore-free structure of the lacquer prevents any penetration of moisture to the metal surface.

A feature about Unitrol which would appear to commend it for use in fishing vessels is that steel surfaces do not have to be cleaned down to bare metal before it is applied.

Provided loose rust is removed by hammering or wire brushing, it will encapsulate.

Provided loose rust is removed by hammering or wire brushing, it will encapsulate.

International Regulations

Isolate residual rust before it forms a film which prevents further corrosion.

Presumably the lacquer won't last long on surfaces subject to abrasion — links of anchor cables, for instance — but it may be worth testing on others.

It is supplied in one and two litre screw-top cans or 23 litre drums, requires no thinners and can be applied by brush, roller or spray. After use the spray can be cleaned with white spirit.

The manufacturers — Unibond Ltd., Tuscan Wey, Camberley, Surrey — provides an advisory service and has technical representatives all over the UK.

Almanack back again

YOU MAY be glad to know that after a change of publishers, Olsen's Fisherman's Nautical Almanack has made its appearance for the one hundred and first consecutive year. It has been carefully revised and contains more pages than before.

When it dries completely it forms a clear, yellowish film which, on account of its closed-pore structure and moisture-repelling properties, inhibits penetration by water and growth of moulds and fungi.

It is usually used on its own or added to a priming coat to protect steel surfaces from rusting. When used this way it inhibits electrolytic action in two ways.

It is of equal value to aspiring owners and/or skippers for it contains much that they will need to know to achieve their ambitions and nearly worth as much to all connected with the fishing industry who want to be masters of their job.

Little of the information contained in previous issues has been omitted from the 1977 one. In fact, dock signals at major fishing ports and port rates are practically the only items. But there is plenty of new information in it which is likely to be of value to users during the year.

Particulars of the new International System of Buoyage for instance, which are to be adopted in European waters over the next five years, are included and so is the Sea Fishing (Faroes Region) Licensing and Prohibitionary Fishing Method Order 1973.

International Regulations

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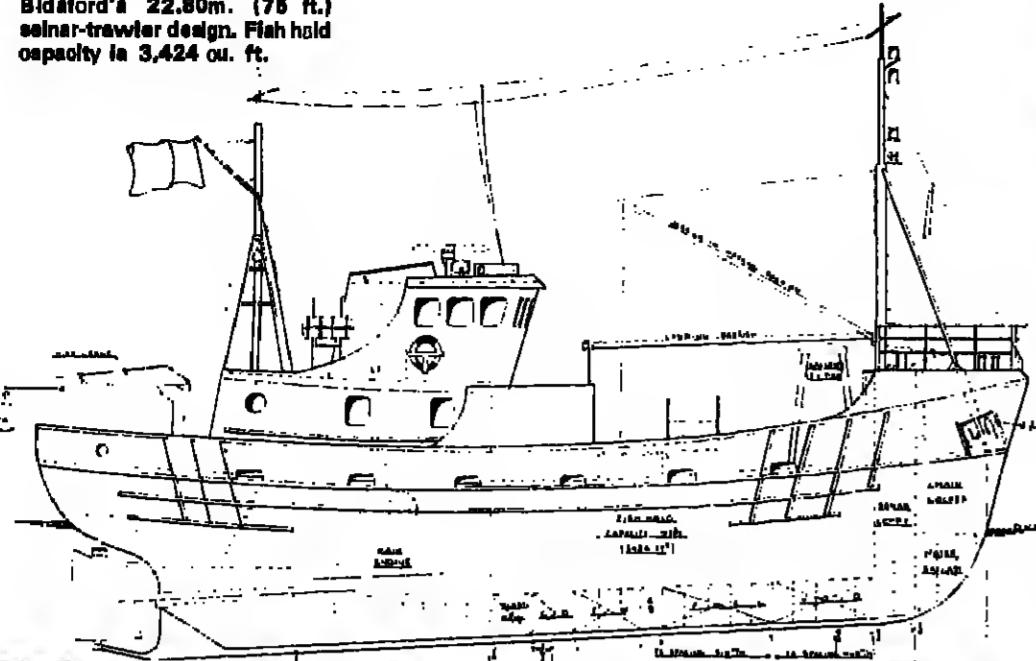
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Bideford's 22.80m. (75 ft.) seiner-trawler design. Fish hold capacity is 3,424 cu. ft.



Boat designs for 200-mile limits

WITH THE loss of distant water grounds many British trawler owners are now looking to the smaller class of vessel able to fish economically nearer home.

Also, owners of inshore craft realise it is now viable to build larger vessels able to fish anywhere within the EEC 200-mile territorial limits.

Aiming at this market, the North Devon firm of Bideford Shipyard (1973) Ltd. is offering a new generation of designs for vessels less than 100 ft. long and is in a position to move ahead with building work straightforward.

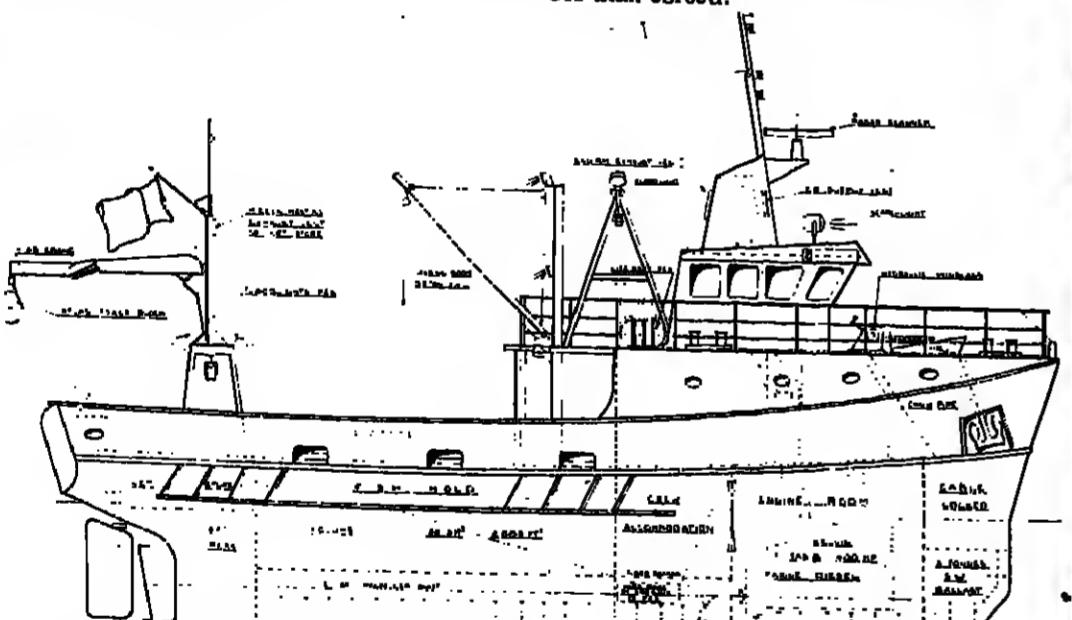
The plans shown here are examples of the range of designs from the yard. However managing director, Graeme Trinder, told *Fishing News*

that the yard is not only offering standard vessels. It will design and build to individual requirements.

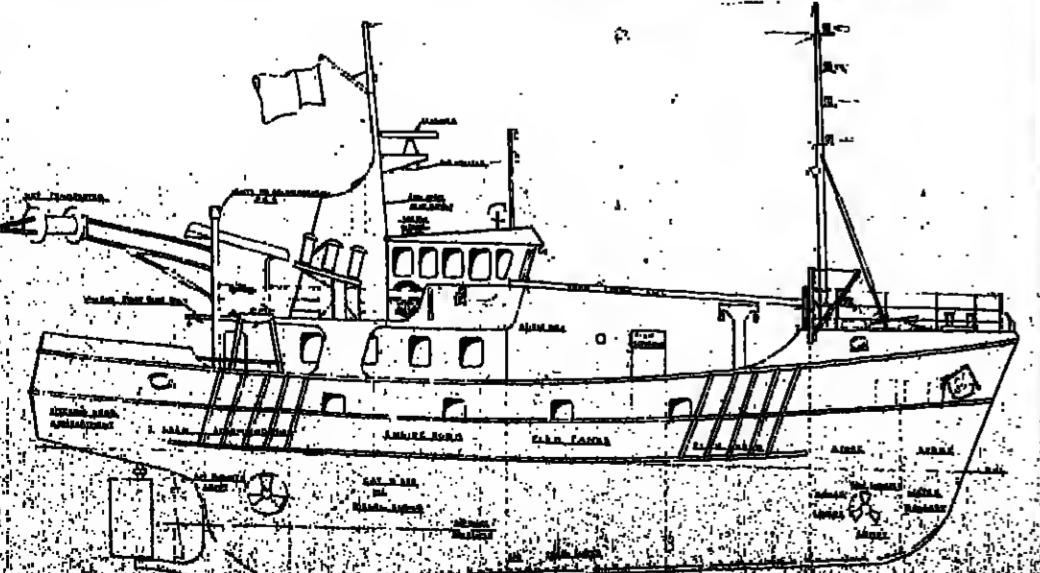
The 22.80 m. (75 ft.) seiner-trawler is a larger capacity and up-dated version of recent 75 ft. vessels built by the yard a few years ago, and takes into account all the latest requirements of the Dept. of Trade and various fisheries authorities.

The 21.25 m. (70 ft.) stern trawler is an entirely new design and has the superstructure well forward and a large working deck aft.

Also illustrated is a 27 m. (88 ft.) purse seiner of a layout favoured by Scottish fishermen. She has a healthy beam of 7.90 m. (26 ft.) and the yard believes that, under present conditions, it is more economical to build this type of boat in the UK than abroad.



Above: 21.25m. (70 ft.) stern trawler with 2,985 cu. ft. fishroom. This is a brand new design from Bideford which offers a large aft working deck. Suggested engine is a 400 hp Kelvin and there is provision for sonar.



Below: Bideford claims that, with the falling pound, it is now cheaper to have a purser built in the UK than abroad. The yard's design has bow thrusters for aft. fish tanks, V-12 Caterpillar main engine and sonar compartment.

ABERDEEN'S latest stern trawler, the 128 ft. long *Grampian Chieftain*, will have to fish "where the political situation dictates", says North Star Fishing Co. trawler manager Pat Lynch.

She is starting her fishing career working off the west coast of Scotland and at Faroe under Skipper Robert Laiper. He formerly skippered the side trawler *Scottish King*.

Grampian Chieftain has been built in Goole by the Small Ships Division of Swan Hunter for owners, George Craig and Sons Ltd. The firm's trawler owning division is the North Star Fishing Co.

At her naming ceremony in Aberdeen, Norman Buyd, managing director of the Swan Hunter Small Ships Division, said that the trawler is a child born out of two difficult situations.

The first is that the shipbuilding industry did not know whether it is going to remain in private hands or be nationalised. Secondly, the fishing industry did not know whether it is going to be able to fish.

David Craig, joint managing director of her owners, said after his wife, Helen, had named the vessel that it is essential for the government to press for a 50-mile exclusive zone for British fishermen.

This would allow us to gain control of fishing within these waters and so allow stocks to build up again.

He also said that it is wrong a free-for-all on industrial species should allow immature stocks of protected species to be "hoovered-up" for fish meal and animal feed.

"Industrial fishing must be curbed and restricted to defined zones where industrial species are found", he said.

Mr. Craig, who is chairman of Aberdeen Fishing Vessel Owners' Association and vice-president of the British Fishing Federation, claimed that the lack of satisfactory answers to fishing problems has created uncertainty, mistrust and frustration within the industry.

Like the firm's other wet fish stern trawler, the 145 ft. *Grampian Monarch*, *Grampian Chieftain* is capable of fishing anywhere in the northern hemisphere for both demersal and pelagic fish. The question going through every trawler owners' mind is: which grounds will we be allowed to fish?

Grampian Monarch was first stage in the North Star's rebuilding programme, which has included several 68 ft. pocket trawlers in addition to *Grampian Chieftain* and *Grampian Warrior*, her sister-ship, due early this year.

Fishing under Skipper Bob Catto, *Grampian Monarch* spent most of her first year fishing at Iceland. She was Aberdeen's top earning trawler in 1974 with a grossing of around £280,000.

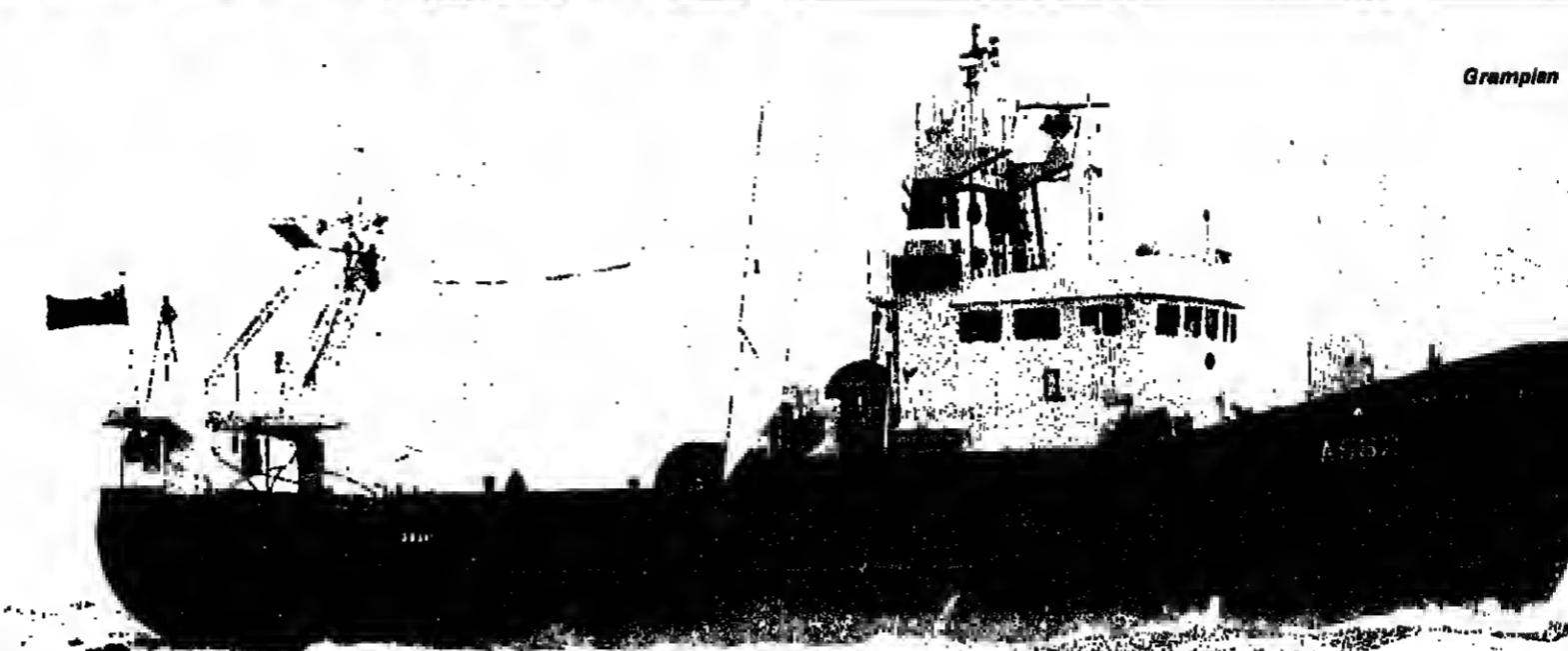
During the last couple of years she was one of the few Aberdeen vessels working at Iceland during the cod war and did as well as conditions there would allow.

The situation today is very different from when *Grampian Chieftain* and *Grampian Warrior* were ordered. However, their design is sufficiently versatile to enable them to adapt to future fishing situations.

Basic design of *Grampian Chieftain* follows that of a number of successful wet fish stern trawlers built by Swan Hunter in recent years for Scottish and English owners.

GRAMPION CHIEFTAIN

-first two 128-fters



Grampian Chieftain

Above, left: part of the 8,000 cu. ft. fishroom. The unloading hatch is designed to open in port only. Above: fish-finding side include Furuno's FUVII Universal Graph multi-style sonar sounder.

automatic synchronisation of the warps during shooting and hauling. With the Synchro 1010 there is much greater control of the fishing gear.

Warp tension is automatically adjusted when the boat turns, or is towing across the tide, and the winches will also haul in or pay out warp in conjunction with the vessel's motion. This gives a smoother passage for the net.

The system allows warp to be payed out, or hauled in, slowly enough to prevent the net crimping if it has to be adjusted to a different depth.

If the net catches on a fastener, the winches will increase power to a pre-set limit. If this does not pull the net clear, the winches will pay out warp and an alarm system operates. The Synchro 1010 also allows a pre-set length of warp to be payed out or hauled.

The net drum is driven by an MA8 motor and has the following pulls:

1st. layer...6.4 tons at 0.51 m/min.
Mid-drum...3.2 tons at 0.102 m/min.
Full-drum...2.0 tons at 0.165 m/min.

Catches fall from the cod end through this hatch and down a chute to the gutting area for sorting.

Fish between 104 and 17 in. long are handled by a Shetland ONE 7 Mk. 1 gutting machine with a conveyor to the fish washer. Larger fish are hand gutted at a bench fitted with 'inkwells' for disposal of the guts to the

main trawl deck, while the overflow valves to give the pelagic net is handled by the winch two speed range and net drum on the after end of the bridge deck.

Within each speed range, the hauling speed can be steplessly controlled from zero to maximum and the net drum on the after end of the bridge deck.

A steel combined bipod mast and funnel, bearing the split gill net sheaves and blocks, is fitted on the after end of the bridge deck.

Propeller pitch is controlled by hand or pneumatically from the wheelhouse, and the combined steel bipod mast and stern gantry is located aft.

Propeller pitch is controlled by hand or pneumatically from the wheelhouse, and the net drum on the after end of the bridge deck.

Although the engine alarm panel is in the control cabin, there is also a flashing light and siren fitted over the main engine.

The type D1A10U trawl winches are fitted at the forward end of the trawl deck and each consists of one drum

capable of holding 1,500 fathoms of 3/4 in. wire.

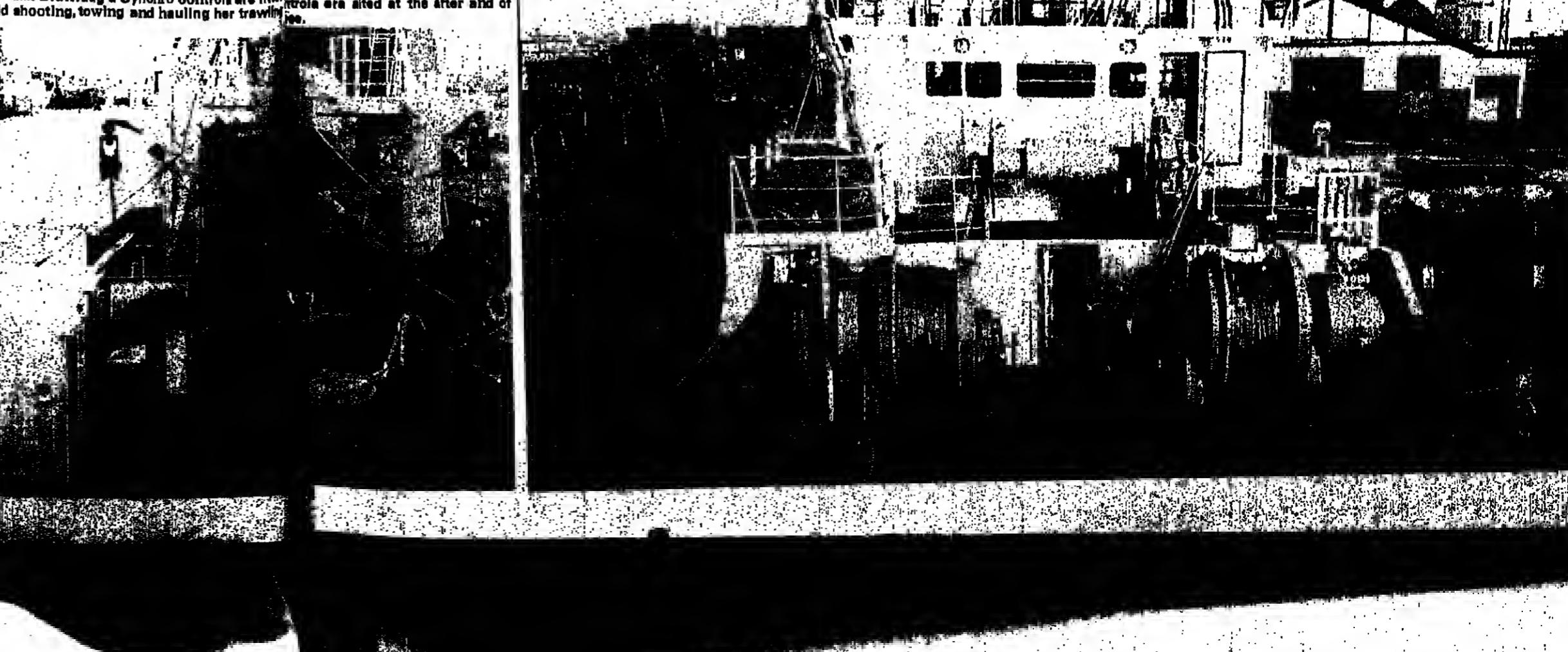
The trawl winches are fitted with the Hydraulik Bratvaag Synchro 1000 and 1010 control systems.

Each is driven by an MA10 hydraulic motor with a control valve and a master repeat panel in the engine control cabin, a master repeat panel in the engineer's cabin.

Hydraulik Bratvaag supplied the split drum and net drum for pelagic fishing. The nets are sited at the after and of

the stern. The Synchro 1000 permits demersal net will be hauled into the single arena on the which has pressure-operated shooting the gear and clutchable centre drum

Turn to page 11



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PETERHEAD a monthly report

THE North Sea haddock fishing ban has been the main talking point at Peterhead during the last few weeks.

Seiners based at the port brought a colossal amount of fish home just before the start of the ban and, during the week ending December 4, some 36,490 cwt. was sold for £897,213.

This was by far the most ever paid for fish in one week at any Scottish port.

Peterhead's well known boatyard, Richard Irvin and Sons Ltd., has received the order to build an 88 ft. wooden cruiser-sterned seiner-trawler for Skipper William Smith of Leasemouth.

Three years ago Skipper Smith had the 72 ft. *Sunbeam* built at the same yard and he has been so pleased with her performance that he was eager for Irvin's to build him a bigger vessel.

The net-making division of the Caley Fisheries Group Ltd. has designed and made a new seine net which has been successfully tried out by Skipper Andrew Buchen and the Peterhead seiners *Fouonius*.

Chief feature of the net is that it has long and deep wings designed to give the net a higher opening.

It is a two-seam net with a headline length of about 180 ft. and foot rope of 200 ft. There is only a very gradual taper towards the wing ends.

These include the 88 ft. steel boat *Unity*, *Storlight*, *Constant Friend*, *Brighter Down*, *Summer Down* and *Morning Down*, plus the wooden boats *Kothleen*, *Devotion* and *Star of Peace*.

Storlight, *Constant Friend* and *Brighter Down* moved to Shields after spending the start of the haddock fishing ban, and each week made landings of not less than 500 boxes.

The net proved to have a high catching rate and *Fouonius* was often able to spend one day less than other boats, yet still catch the same amount of fish.

Her crew says that the net easily worked and performed very efficiently.

Fauonius, built at Berwick in 1969, is 80 ft. long. Last year she was fitted with a new 560 hp Caterpillar engine and Fishing Hydraulics rope storage reels.

The 100 ft. vessel was the third built by Sigrbjorn Inversen at Flekkefjord for



THERE WAS a disappointing prelude to the long Christmas and New Year break at Grimsby where the demand for fish collapsed in the three-day spell of trading before the markets closed late on December 22.

Supplies of just over 20,000 kits from eight White Seas trawlers, 12 near/middle water, four pair teams, plus one seiner and a handful of inshore boats were the heaviest landings in weeks, but they brought little Christmas cheer to the owners as quayside prices dipped alarmingly.

After the recent clamour for 'fish at any price' seafarers had their work cut out to raise much enthusiasm and were selling heavily on, or just above, the minimum.

Although the last market of the year rallied marginally, over a thousand kits, mainly dogfish, found no bidders and 1,586 kits a piece to gross £41,747 and £41,338 respectively.

Both trawlers landed big cod and haddock catches after long trips to the White Seas and might easily have set new company records on more buoyant markets.

It was also a case of 'what might have been' with the near and middle water vessels. Top-tripper *Ross Kashmir*, back from a 17-day Faroe-Westerly voyage with a big catch of 1,008 kits, grossed £21,368 but Skipper Johnny Waddingham's chances of a Christmas record vanished when 292 kits of dogfish went unsold.

Owners BUT unfortunately suffered similar treatment

with *Ross Civet* (416 kits unsold from a landing of 937) which grossed just £11,815 and *Ross Cougar* (70 kits unsold from 771 which grossed £16,555).

Meal

Nor did H. L. Teylor Ltd. escape with 364 kits of unsold dogfish out of 920 landed by *Yesso* (£13,210) and *Kyoto* (£13,130) losing 106 kits from 648 kits.

In this section only quality catches of cod and haddock, plus coley, prevented some real disasters.

The depressed prices ruined a remarkable sealing trip by the eight-egged *Tonono* (8 skipper Aage Lunde) which made only 15,049 from 170 kits and the tally of woes was maintained by the pair trawlers which fell victims to several broken trips.

Jim Wainwright presents Ken May (right) with a gold watch.

FISH filletier Ken May has retired after 25 years with Associated Fisheries and Foods Ltd. in its London Factory.

At a reception at the depot, he was presented with a gold watch by Jim Wainwright, national sales manager of the company.

Mr. May replied to an advertisement for a fish filletier to work for Banette Billingsgate (part of Associated Fisheries and Foods) and moved with the firm to Vauxhall Road, Bermondsey, in 1954.

Associated Fisheries et London has a staff of 85 and 20 vehicles delivering in a 50-mile radius of the depot. It offers a daily service in the West End, and is the largest supplier to London of wet fish frozen range.

To quote Mr. Wainwright: "A company is only as good as the people who work for it. We are proud to be able to offer the trade a service based on the experience and skills of man like Ken May."

Compact design means that the engines take up less room, leaving more room for the catch.

If you suspect there should be more profit in fishing, then perhaps you're using the wrong diesels.

Try Kelvin, and see.

Kelvin

Quality marine diesels; 10-500 shp

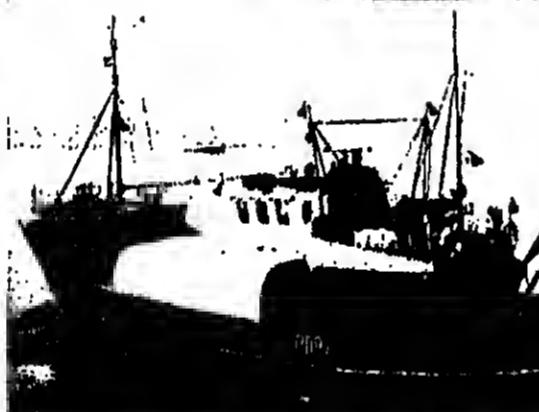
Today, more than ever,
you need Kelvin diesels.

No festive buying at Grimsby sales



Ross Kashmir — top-tripper on a poor market.

Above: the Spanish-built research vessel *Alcappa* is to take part in WFA resource development trials in Saudi-Arabia. Below: purse seiner *Vigilant* has gone to Norway to have a full-length deck fitted. Bottom: *Duthies II*, the 80ft. seiner, has just fitted with a GRP shelter deck from a Macduff firm.



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Meal

Despite the slump, Consett's rounded off the year profitably as *Spura* (Skipper Mick Ward) and *Notts Forrest* (Skipper George Mussall) chalked up 1,576 over a thousand kits, mainly dogfish, found no bidders and 1,586 kits a piece to gross £41,747 and £41,338 respectively.

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Meal

Difficult conditions in the fishing industry demand tough equipment, and Kelvin diesels have always responded magnificently to the challenge.

But conditions in fishing today mean that what were once good reasons for choosing Kelvin are now even better reasons.

Reliability, economy and easy maintenance mean that more of the profits are going to you, not going to keep your diesels going.

Sturdy construction and generous metal tolerances, allied with low-revving characteristics, spell exceptionally long-life.

Grampian Chieftain

From page nine
slushwalls for pumping overboard.

Marconi side includes a 10-station talk back system and Warden 11 Watchkeeping Receiver.

There is also a 'Sailor' RT144 vhf radio telephone by B.P. Radio.

A Bar Amphitrite spread long is also fitted in the wheelhouse end, there is a non-electric phone link to the engineer room should there be an electrical failure.

Steering

The head end power operated steering gear is by Frydenbo and there are five steering methods: by wheel, autopilot, an auxiliary tiller near the winch console and two portable tillers. Two rudder motors are fitted as a safety measure, one as standby.

A small radio room leads off the wheelhouse end, it is fitted with a 'Seafar' T122/R106 radio telephone, T128/R106 emergency radio telephone, RT144 vhf radio telephone, and Herald entertainment receiver.

Located on main deck level, the galley is equipped with a Kempas 9kW KS36 electric cooker, Valentine deep fryer, Esta deep freeze cabinet and Tricity fridge. A serving hatch is fitted between galley and messroom where there is an Electroway food warmer.

Steering

Stanchions, batten, shelves and division boards are of light alloy. The fish discharge hatchets are arranged to be opened in port only.

Accommodation for a total complement of 15 is arranged in a single, two end three-berth bunks. Safety precautions avoid the use of fire-retardant materials to current requirements.

Fish finding aids include a Kelvin Hughes MS44 echo sounder with BLI Scale Extension Unit, and a Furuno V11 Universal Graphi-tylsta echo sounder to give both graphical charting and visual indication.

Communication and navigation equipment is, in the main, from Decca and Marconi.

Decca has supplied a 350T Drak Plotter, Mk. 21, Navigator, Lorcan C type LPI, Mk. 2, RM926 radar

and

microwave

and

radar

ROUND UP THROUGH '76

1976 ENDED as it began — in dispute with Iceland. It was a year of indecision which saw the fishing industry stumbling from one crisis to the next. And it was a year which bred increasing cynicism towards politicians who were supposed to be working out a new course for the British industry within the EEC. The only decision fundamental to the future of fishing last year was to extend UK limits to 200-miles by January 1, 1977. But even this action begged the all-important question of how much of these newly-won waters would be exclusive to our fishermen within the EEC. So, what was supposed to be a year of destiny for fishing, finished up with all the questions posed in January still unanswered by December. Here we look back over the turbulent months of 1976:

JANUARY The most serious clash in the cod war. Two armed ships — navy frigate *Andromeda* and Iceland's patrol boat *Tyr* — collide. Foreign Secretary James Callaghan announced the Navy would be withdrawn and Iceland's Prime Minister invited to London for talks. Off the Scottish west coast, herring fishermen were really getting down to spinning out their meagre quota, with a self-imposed nightly limit on catches. With earnings of £206,000 anenther skipper, 'David' Smith, again took the top seiner title for 1976 in *Argonaut III* and lived up to his predictions of better prices and more fish in 1976. He is on the £250,000 mark for 1976.

FEBRUARY Four days of talking with Iceland produced nothing. Iceland warned that one more warp cutting incident and the Navy would go back in. Government doled out £100,000 in compensation for lost earnings. Exclusive 200-mile limits become 'piles in the sky' as the EEC Commission made it plain that it favoured 12-mile zones in Community waters with a quota system applying outside. Irish fishermen threatened to enforce their own 50-mile limit.

MARCH Bottom drops out of the Humber market. Imports were flooding in and hard fought for catches off Iceland were not even making withdrawals. Herring men were in trouble too. With 'rubbish' fish being taken, both buyers and fishermen requested — and were granted — a shutdown of the west coast herring grounds until May. Two Scottish purse seiners, *Challenge* and *Conquest*, got up for sale. The resilience of the herring men was evident: six purse seiners went out and struck some huge catches of mackerel in the North Sea. Off the English south coast, a scallop boom was sowing small ports a taste of the big time.

APRIL 'Restraint' is the watchword at Iceland. British trawler chiefs agree to limit the annual catch-rate to 100,000 tons in '76 to bring about a peace deal. On shore, there was better news as a big upturn in the sales of frozen fish created over 200 more jobs in Humber-side factories. Merchants, too, reaped more merrily at night when an investigation by the Price Commission found their profit margins 'reasonable'.



Fish caught off Iceland under the protection of the British Navy is tipped away for fish meal during March. Soon after there was an acute fish shortage.

called for the nationalisation of trawler companies and fish processing firms.

JULY Fisheries Minister, Fred Peart, takes a hammering in the House of Commons over the Government's weak stand on fishing limits in the EEC.

Anger stoked by a newspaper report that most of Scotland would be protected by only a 12-mile limit. Restrictions at Iceland were beginning to pay-off for trawlers with a licence to fish. At Hull, Grimsby and Fleetwood, Icelandic trawlers put trawlers back in profit as some lendings climbed over the £50,000 mark. Boom in Scottish white fish pair trawling as herring men, burdened by quota, switch over with great success. Pair trawling also in the news at Grimsby where skippers Jens Bojen and John Richardson brought back a £24,461 port record landing after 11-days at sea. The Government warned by Scottish fishermen that the North Sea haddock quota would be gone by October.

SEPTEMBER A 200-mile fishing limit for Britain by January 1, 1977, announced by Foreign Secretary, Anthony Crosland. Fred Peart moves on and John Silkin takes over as Minister of Agriculture and

the White Fish Authority had 265 borrowers in arrears.

Talks progressed on the declassification of the trawler industry and the Transport and General Workers' Union

open the Catch '76 fishing show, former Prime Minister, Ted Heath, found himself touring a near disaster area after gales had blown down the main tent before the opening. Lady Tweedsmuir stood in for Mr. Heath two days later and the show got off to a great start. A ban on North Sea herring fishing for the rest of the year in force.

Cod prices were beginning to hit the £20 a kit mark, and the Grimsby pair trawler record goes up to £36,342.

OCTOBER Humber pair trawlers gearing up to go in akerel fishing off Cornwall. At Hull, Skipper Bill Brotton in C.S. *Forrester* was only just short of the national record with a £75,083 landing and he was predicting a six-figure grossing by Christmas. It took 30 shots from the Irish Navy to halt a poaching 20ft. Russian trawler. The Russians also active at Grimsby where the carrier ship *Privolzhsk* landed 500 tons of frozen

fish. Humber cod prices soared to £50 a kit. W £18,555; *Ross Cougar*, BUT (Sk. J. Roberts), 771 kits, W, 16 days.

DECEMBER Two salmon set-locks in one wet retreat from Iceland on the North Sea, had £20,020 after being caught inside the 12-mile limit. The Bulgarian trawler *Aurela* had her octop and gear confiscated.

Below: one problem settled in 1976 was the long-running siege of the Peterhead trawler *Silver Liner*.

A pity renamed *Perseverance*: she was lengthened and brought back into fishing after being withdrawn from service for two years.



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NOVEMBER Trawlers running out of Iceland with the agreed to end on December 13 negotiations had been late. Slow to react to a rising earler in the year the North Sea haddock was fast running out. Government was forced to ban the 12-mile limit. Cod prices were beginning to hit the £20 a kit mark, and the Grimsby pair trawler record goes up to £36,342.

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Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Bottom Water

245,917: *Ross Kashmir*, BUT (Sk. J. Roberts), 1,706 kits, W, 22 days. 243,230: *Boston Comanche*, Boston (Sk. A. Hollington), 1,612 kits, W, 24 days.

230,558: *Ross Kestrel*, BUT (Sk. E. Stokes), 1,497 kits, W, 23 days. 235,721: *Ross Kipling*, BUT (Sk. D. Keeley), 1,327 kits, W, 24 days.

229,011: *Volegas*, Boston (Sk. E. Grant), 1,111 kits, W, 23 days. 241,747: *Spurs*, Consol (Sk. M. Ward), 1,576 kits, W, 23 days.

241,388: *Notts Forest*, Consol (Sk. G. Mitchell), 1,535 kits, W, 22 days.

230,871: *Crystal Palace*, Consol (Sk. J. Hodson), 1,485 kits, W, 24 days.

221,368: *Ross Zebra*, BUT (Sk. J. Waddingham), 1,068 kits, W, 17 days.

21,938: *Leopard*, Shrimper, John R. (Sk. Jorgen Bojen), 67k, NS, 6 days.

21,873: *Ben Choum*, (Sk. T. Jameson), 20,920 kg, NS.

210,793: *Ben Clas*, (Sk. S. Shasder), 20,024 kg, NS.

213,130: *Kyoto*, Taylor (Sk. J. Richardson), NS, 4 days, (broken trip).

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